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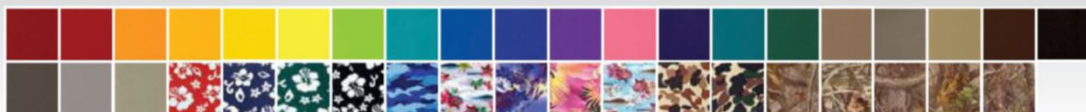
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Plenty of web-exclusive content, information on upcoming events, forums, blogs, and much more.

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Polls, contests, behind-the-scenes photos, ramblings from the editors. Get some!

» ON THE COVER:

This month we're bringing you a few more stars from the recent SEMA show. The pair of CGS Motorsports '16 F-150s were captured by Jason Mulligan, while the KEG Media '15 Yukon landed in front of the lens of Johnny O.

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New Year, New Goals

By the time you see this, the sun will be shining in most places and the show season will be getting into full swing. But for me, right now, it is just after New Year's, and it's freezing in sunny Southern California. In fact, for the first time ever, it's currently colder in the Western United States than anywhere in the Eastern United States, and the coldest place in the USA is in Arizona!

It got me thinking like many of you do; the ones who live in perpetually colder climates, and basically, go into hibernation during the winter, pulling your truck apart for improvements so it can reemerge for the show season in its new and improved state. We don't really do that here. The SoCal weather usually blends things into one big season. We just have to remember to bring a hoodie or flannel with us for part of it—sometimes we even wear pants.

But this year, with actual cold weather, and a forecast for rains that we have not seen the likes of for many years, it has me looking ahead to the projects I might be able to work on during this semi-down time. And, the shows and other events around the country I really want to get out to this year once the sun reemerges. You'll soon notice a theme—where one plan or goal is entirely contingent on the other—so a few of my goals could crumble at the same time. But I'm going to give it a shot. I can tell you this: 2016 is going to be one crazy year!

» Get my '69 C10 project on the road:

My trusty freelancer Marcel and I were making serious headway on my long-lost project for a good while last year. We added a new engine and trans, and did some substantial rust repair to the cab. Truth be told, there's probably only a few days' work to fire the thing, save for a driveshaft and exhaust. But the magazine, and life, happens, and happens often, so it sits in Marcel's driveway. My goal is to get it on the road in its existing primer, and drive the snot out of it, while finishing every little thing I can on it before I tear it apart for the final build. Things like AC, insulation, air 'bag system upgrades, and fine tuning of the 440hp Blueprint engine! Most importantly, after staring at it for so many years, I'd like to enjoy it in its current state.

» Road trip to LST:

Lone Star Throwdown has quickly become one of the most important truck shows in the country. We had talked about making the drive for a couple years now, and I've decided this year is (hopefully) the year. I've got a loose plan with former *Mini Truckin'* editor Mike Alexander and Devious Customs owner Jeff Davy.

Between the three of us, I hope we can get a decent crew together, have a fun adventure, and shoot some of the best trucks in the country for these pages along the way. I doubt the C10 will make it, but I've got other plans for it.


» Hot Rod Power Tour:

I've never done it. I'd really like to. On top of that, Editorial Director and owner of our '67 F100 project, Sean Holman is making a push to have his truck road-ready by then. We've been talking about taking our trucks along for some good old-fashioned grudge-match racing along the way. Editor vs. Editor, Ford vs. Chevy, gas vs. diesel, new technology vs. tried and true—all that! That's hard to resist.

» Truckin' Throwdown:

You may have noticed we're not talking your ear off about Truckin' Throwdown 2016. That's because, as of now, it will be moving from a stand-alone event in SoCal during May to being a part of a giant truck bash in St. Louis, Missouri, during August. The plans are not yet finalized, but you heard it here first. I want to see you all there for what I hope is another long-running *Truckin'* event!

Honestly, this is just the tip of the iceberg for me. Like I said, it's going to be a busy year.

What about you? What truck-related goals do you have for 2016? What is the big show you're planning to debut your new-and-improved truck at this year? Let's see photos! Use the email below! 

Keep on Truckin'
-JC

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Apple Falling Near the Tree

I am a faithful 20-year subscriber and recently I went looking for my latest issue, which is normally on my coffee table. My 2-year-old daughter, Lauren, had grabbed it, was reading it in her room, and screamed at me when I tried to take it back. I see pink 24s in her future! Thanks for the new mag. Hopefully, I can steal it back from her tomorrow (my birthday). I have three girls, and two already enjoy going to car shows with dear old dad, and thumbing through magazines to point out paint jobs and "pretty" wheels. My other daughter was born a month ago, but I'm sure the apple can't fall far from the tree. I have always customized my vehicles starting with an '83 S10. I had a 'bagged, boddied, and shaved '91 Chevy 1500, and then took a sharp turn into quad racing and customized those, too. I guess it's just a disease. My next build will be a 2000-ish F250 standard cab short bed that'll be 'bagged and boddied also. I want to pass on my knowledge and passion to my girls, and hopefully, I'll be helping them build their first truck when high school rolls around. Keep up the good work!

Alan Berndt
Appleton, Wisconsin

Alan, you are such a good dad! Sharing your passion with your girls is an awesome way to pass on your knowledge, and it'll teach them skills most other girls, any many boys, won't have. It'll also put them front and center into the custom world, and that make us happy here at *Truckin*. That is exactly how all of us got our start, and we are all thankful to those dads who taught us how to wrench. Not to mention how to cut, chop, and customize! Our industry needs to have fresh blood, too. It will be great to have someone who has been learning from such a young age, which will make them a valued enthusiast, not to mention a potentially badass builder! So, keep up the good work there, Alan. We love to hear stories like this. Feel free to send us updates as the years move along.



First Truck Project

My faithful '98 Chevy Tahoe 2WD is ready to be passed down to my son, who will be getting his driver's license soon. I bought the truck used when he was a year old, and he has been there for all the repairs and upgrades I have made over the years.

Together, we had performed all the routine maintenance, changed a water pump and master cylinder, and swapped a driveshaft to a heavier duty one. We have also put in an aFe Magnum cold air intake,

a Jet Performance Programmer, and we recently put in a set of Gibson headers. After I give him the Tahoe as his first vehicle, I want to do one more project with him. What would you guys suggest, going with new struts and shocks all around or with an interior kit?

Nate Borglan
Poway, California

Nate, another example of a dad passing down very useful knowledge to his kid, and thereby, making him a lifelong enthusiast. It sounds like you have taken very good care of your Tahoe, and the changeover will give your son a well-maintained first vehicle to tear around in. Here's our advice on the two options you mention, upgrading the overall comfort of the truck with a much nicer interior or smoothing out the ride with new shocks. Checking our trusty source over at AutoAnything.com, you have several options in either arena. With struts and shocks, you can go with a set of Bilstein Heavy Duty, Rancho RS5000, or KYB MonoMax. Each will tackle all the bumps and potholes easily and give your son's Tahoe that like-new ride feel. To make the interior feel like new again, you have lots of options in leather or not leather. In leather, you can find DIY kits from Saddleman, ProZ, and CalTrend. In the non-leather arena, you have greater color and material options, including ballistic canvas from Coverking, Neoprene from Wet Okole, velour from Saddleman, and tweed from CalTrend. Any way you go, it's totally doable, and might Truckin suggest the proud papa just hand his son the new parts and stand back? That way you give the ownership to your son, while giving him the confidence to tackle future projects on his own.

Bump and Grind

Hey guys, I just picked up a high-mileage '07 Chevy Silverado 1500 4x4 Crew Cab, and I want to give it some on-road attitude while I give it a slight prerunner treatment. The previous owner had put on a ReadyLIFT 5-inch kit and off-brand off road wheels with 35-inch tires. I want to slowly build it up and try to do some of the work with my dad, who is an old desert racer. (He's been banned from buying anything new by my mom.) This'd be a great way to have him do a project with me at my place, but not clog up my parent's garage, which he and I have done on so many occasions. I'd like fiberglass fenders front and back, and then install some big-ish tube bumpers to complete the look. Got any suggestions as to where I should look?

Pete Nabaro
Richmond, Michigan

Pete, sounds like you and your pops have built a great relationship. This is the perfect way to involve him in your project, but not to have the truck in pieces and annoying your mother. Building up a '06 Silverado into a prerunner is pretty sweet and will make a great little project if you plan on doing it step by step. Some of the work has been done for you, so you can focus on the cosmetics of what makes a prerunner stand out from all the rest of the trucks on and off the road. For the fenders, take a look at all FiberwerX has to offer. The company has one- or three-piece kits that can give your truck the toughness and functionality you are seeking. Another place to look is Glassworks Unlimited. The company offers kits, too, but you can get them in fender-only kits to keep the somewhat factory look without compromising off-road ability. As far as tube bumpers, you can choose from N-FAB, ReadyLIFT, Smittybilt, Tough Country, and Addictive Desert Designs (ADD). All offer super-tough bumpers to protect you and your newly finished Silverado from anything Mother Nature, or the concrete jungle, can throw at you. Hope that helps.



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Heads Up

Who: Brodix

What: Duramax Diesel Head

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Where: 479.394.1075, www.brodix.com



Fender Protection

Who: Bushwacker

What: Pocket Fenders Flares

Why: Get an additional 1 1/2 inches of protection on your new '15-'16 Chevy Colorado or GMC Canyon with these rugged Pocket Fender Flares from Bushwacker. Achieve a rugged, bolt-on look without having to drill through or cut the truck's sheet metal. The extra tire coverage minimizes dirt and mud on your truck's paint and can help ensure the vehicle complies with local tire-coverage laws. Made from UV-protected Dura-Flex 2000 material, these durable flares wear an OE matte-black finish that won't fade, yet are easily paintable.

Where: 800.234.8920, www.bushwacker.com



Warm Blanket

Who: DEI

What: Onyx Series Turbo Shield

Why: Turbos are one of the easiest and most effective ways to add horsepower. DEI's ONYX Series Turbo Shield maintains consistent temperature in the turbo to maximize efficiency and reduce lag. The kit includes DEI's black turbo shield made of premium heat-resistant textiles and newly designed stainless steel attachment anchors, a 2-by-15-inch premium roll of DEI black exhaust wrap, two stainless steel locking ties, and a roll of stainless steel locking wire.

Where: 800.264.9472, www.designengineering.com

In The Can

Who: Shell ROTELLA

What: Oil Filters

Why: Developed for use with Shell ROTELLA Triple Protection, T5 Synthetic Blend Technology or Shell ROTELLA T6 Full Synthetic Heavy Duty Engine Oils, these filters are specially designed to provide maximum protection and to physically or chemically react to the ever-changing needs of an engine. In addition, high-quality Shell ROTELLA oil filters can efficiently capture the dirt and contaminants in the oil by removing and holding on to them until the next oil change.

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Who: Spectre

What: Cold Air Intake

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Where: 909.673.9800,

www.spectreperformance.com/cat/air-filters



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Who: Shafiroff Engines

What: Ultrastreet Short Blocks

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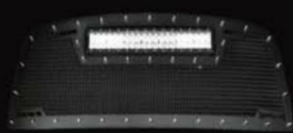
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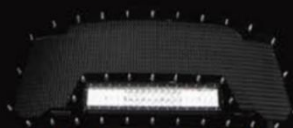
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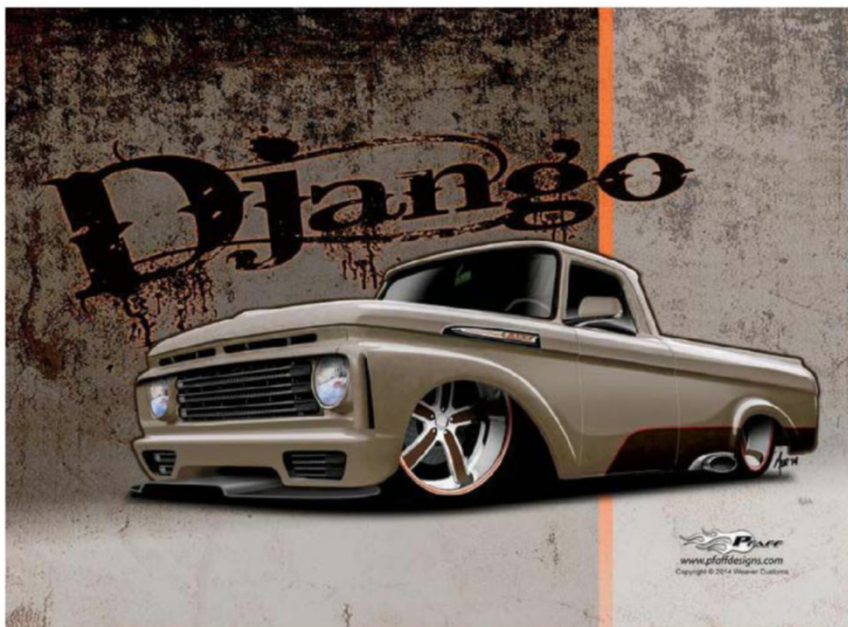
Pfaff designed and built this '15 Ram 1500 Express 2WD, dubbed the Draggin' Wagon, to be fast and low with a paint scheme that pays homage to the Mopar Graphics of the '70s. The 5.7L Hemi is fitted with K&N cold-air intake to keep the Magnuson supercharger fed and happy, and that all breathes through a cat-back system from Magnaflo with 5-inch tips. EBC rotors with Orange Stuff pads keep all that extra speed in check. Tucked under the fender is a staggered set of 20- and 22-inch Forgeline wheels with Toyo tires. Pfaff stretched his design skills to include 3-D printed brake ducts, hood intake, and washboard hood vent—all created by the Synergeering Group. The interior is dressed just as sharply as the exterior, with an Alea Leather seat set. Granite, White, and Angry Banana Yellow Pearl PPG Envirobase paints were sprayed on all the panels by That's Minor Customs. Sounds are routed through MTX Audio speakers and a Thunderform sub, while Klein Train Horns tell all onlookers the Draggin' Wagon is on its way!



Pfaff
www.pfaffdesigns.com
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Hot-rod and custom-car designer Murray Pfaff founded Pfaff Designs in 2002 to meet the design needs of automotive hobbyists, as well as high-end car builders who need to visualize their vehicles with accurate and compelling renderings. These high-quality drawings enable builders of handcrafted vehicles to communicate the design vision to their team members, sponsors, and project owners to ensure a successful end result. The renderings are drawn to scale using actual proportions with realistic modifications. Building upon his formal training and degree in Industrial Design from Syracuse University, Pfaff combines his love of exotic European coach building and American hot-rods with his experience in computer graphics. Adding even more fuel to the creative fire is 20-plus years experience building vehicles. In addition to automotive design, Pfaff Designs creates marketing and promotional materials associated with the performance automotive sector and provides logo and identity design, business cards, hero cards, signage, T-shirts, and more. Contact Pfaff Designs at www.pfaffdesigns.com.

This '62 Ford F-100 built by Weaver Customs was supposed to be a simple shop truck, but has morphed into so much more. Dubbed Django, it started out as a derelict vehicle with a few bullet holes that morphed into this wild custom in just over seven months. The top was chopped 11/2 inches, although the windshield and pillars were left untouched to be leaned back to go with the one-piece side windows and custom doorframes. The front suspension was donated by a Crown Vic, as the rear received RideTech coilovers and a four-link on a custom chassis built from 2x4-inch rectangular tubing. The 14-inch Wilwood brakes go right along with 20x8.5 Boze Forged wheels mounted up to Pirelli P Zero tires. The exterior has too many custom touches to list and the interior is equally as intricate. The most striking feature of this vintage unibody is the exhaust note. Pumping out 1,000hp and almost 2,000lb-ft of torque is a '96 5.9L Cummins fitted with two huge BorgWarner Turbos boosted by a Nitrous Express system. With that much power, this '62 can practically travel through time.



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76 Litre

A Re-Modernized Classic

Every now and then, you're at the right place at the right time, and it changes your life. For 38-year-old Stephen Dillman of Ingersoll, Ontario, Canada, that's how he recalls discovering trucks. "When I was 14, a family friend asked for my help lowering his Chevy C10," Dillman says with a smile. "Who would have thought it would lead to this?" With no real knowledge or experience in the truck culture, Dillman learned as he went and helped lower his first vehicle.

Since childhood, Dillman has always loved the square-body C10. And until recently, he owned a total of three Chevy C10s. The other day, another friend came to him asking for help on his own build. Before long, Dillman ended up purchasing that one, too. The one you see here.



As soon as his new Chevy was brought back to his garage, Stephen stripped down the entire truck. The frame was blasted and a second C10 frame was cut down to box it in. The notch was installed, and the rest of the suspension was built and cut, until it laid out. Dillman got to the nitty gritty, mocked up the drivetrain, and set the body on it to begin the metal work. The old worn-out 5.7L 350 was removed, and in its place, Dillman installed the monster LQ4 6.0L out of a '02 Chevy truck.

Dillman wishes to thank his girlfriend Kyla Trowhill and son Daxton for understanding his passion and putting up with the long nights working on it. Special thanks to friends Drew Spicer, Chris Grantham, Red, Jordan White, Bob Ball, Trevor Bradfield, Clayton Harmer, Milo Reyna, and the rest of his club Prize Possessions. Stephen knows he has a long way to go, but a full Accuair setup and intense bodywork and paint will put 76 Litre real close to the finish line. 🇨🇦

Inside the Build

Year/Make/Model: 1976 Chevy C10

Owner and City/State: Stephen Dillman; Ingersoll, Ontario, Canada

Club Affiliation: Prize Possessions

CHASSIS

Front Suspension: Slam 'bags RE7, Porterbuilt Extreme Dropmember, BeyondSic Billet control arms, one-off billet spindles in progress

Rear Suspension: Slam 'bag sleeve bags, Porterbuilt Extreme Drop four-link,

Brakes: 13-inch polished Baer brakes

DRIVETRAIN

Engine: Carbureted GM LQ4 6.0L, March Billet accessories

Transmission: Tremec T56, LS6 clutch and flywheel, aluminum driveshaft

Rearend: Dutchman/Strange 9-inch Billet housing

WHEELS & TIRES

Wheels: 22x8, 24x12; Raceline Speedster 5

Tires: 255/35R22, 305R35/24; Toyo Proxes



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vehicle shown with 35 x 12.50 x 22

11-15 GM 2500HD / 3500HD 7"

PART # 46104



vehicle shown with 35 x 12.50 x 22

14-15 GM 1500 7"

PART # 84972 4WD W/ FACTORY STEEL SUSPENSION

PART # 84982 4WD W/ FACTORY ALUMINUM SUSPENSION

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vehicle shown with 33 x 12.50 x 20

11-15 GM 2500HD / 3500HD 4"

PART # 44104

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11-15 GM 2500HD / 3500HD 7"

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2017 GMC Canyon Denali First Look

Pushing the Midsize Price Boundaries

As expected, GMC unveiled the 2017 Canyon Denali luxury midsize truck during the 2015 Los Angeles Auto Show. We've seen spy shots of the truck, and at various times GMC has stated it planned to offer a Denali variant of every product in its lineup (with the exception of the Savana fullsize van, whose ultimate fate is unknown).

Like the other Denali models, the Canyon Denali represents the top-of-the-line for GMC's midsize truck. Among the features of the Canyon Denali are 20-inch machined alloy wheels, the signature Denali chrome grille, polished exhaust tip, standard forward collision and lane departure warning, and heated and cooled front seats with Mulan leather.

Also included is the IntelliLink multimedia interface with standard navigation and Apple CarPlay and Android Auto integration, OnStar 4G LTE WiFi connectivity, automatic climate control, remote start, and two USB ports added to the rear of the center console. Naturally, the Denali logo prominently adorns headrests, doorsill plates, cargo bed wall, and floor mats. Six available exterior color options will be offered.

The two available engines on the Canyon Denali are the standard 3.6L 305hp V-6 or the 2.8L Duramax I-4 turbodiesel (offered as an option). Both are mated exclusively to a six-speed automatic transmission. We were holding out a distant hope for the 5.3L V-8 as an optional Denali exclusive, but it looks like we will have to content ourselves with the current options. Pricing will be announced closer to the truck's on-sale date in late calendar 2016. 





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BY **MIKE ALEXANDER**
PHOTOGRAPHY: **JOHN O'NEILL**

No matter how diverse your experience, some things you rarely see in the lifted truck world. Custom Swarovski-encrusted badges are probably one of them. But we're getting a bit ahead of ourselves there. For Keena Bryant, also known as Mrs. KEG Media, there's nothing typical about her latest SEMA build, a 2015 GMC Yukon XL dubbed the Little Red Wagon. When she first approached her husband, Robbie Bryant, owner of KEG Media about doing another SEMA build with her own twist, Robbie was all ears, being the supportive family man. His only advice was to get as far away from the typical lifted builds most people have been pumping out lately. They hit the drawing board and started turning out this design.

Keena previously owned Aphrodite, a completely custom '14 Toyota Tundra which made its debut at the 2014 SEMA show. She knows a thing or two about designing the ultimate lifted ride and happily took full reins in customizing the Yukon. She wanted a truck with plenty of room for the kiddos and enough cargo capacity to take them all comfortably on a family trip. With help from ADA Offroad, this truck has been transformed into the ultimate family hauler, and has even made the road trip from Arkansas to Las Vegas much more bearable this year.

First and foremost, gaining proper ground clearance was a rather simple task for Josh and the crew at ADA. They used quality Cognito Motorsports components featuring a full 10-inch lift both front and rear. Additional support from FOX shocks and Cognito control arms gives the truck added comfort and stability on the road, while custom powdercoated 20x14 American Force wheels wrapped in Mickey Thompson Baja Claw shoes create plenty of ground-gripping rolling power. Behind the gorgeous custom wheels, all-wheel disc brakes from R1 Concepts provide enough braking power to stop Little Red Wagon in its tracks.

Next up, the truck needed plenty of power, which meant a PISC supercharger from ProCharger added to the already hefty 5.3L V-8 under the Yukon's hood. With additional components like a K&N intake and Borla exhaust system in the mix, the stout SUV now has plenty of oomph for its extra-large size.



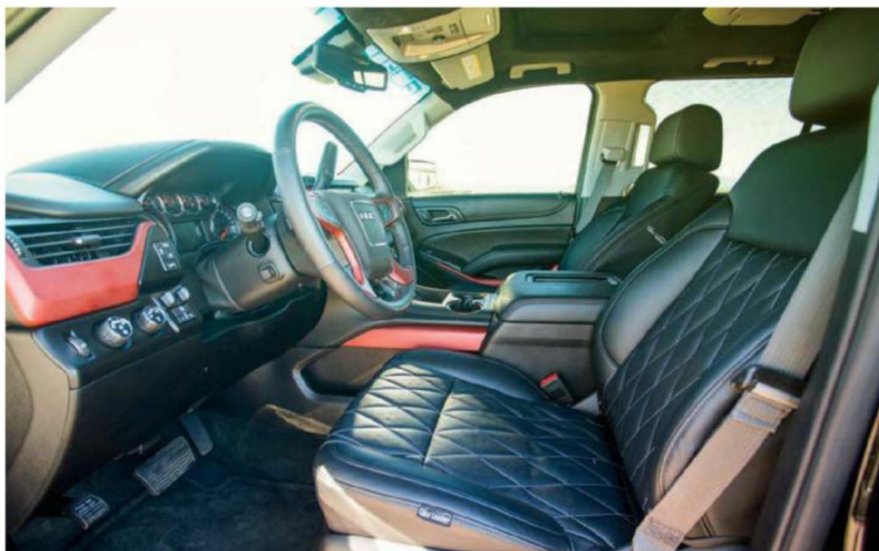
Little Red Wagon

A Child's Staple Reimagined



Little Red Wagon





No major build is complete without the right mix of aesthetic changes. The Yukon has been equipped with a RackWorks roof rack, Midnight Series lightbars, Red Rock lights from Rigid Industries, custom plain AN simple headlights, a custom grille from Gravel Empire, and automatic steps from AMP Research. The build also features those mandatory train horns from none other than HornBlasters to help motivate those pesky Prius drivers out of the way when needed. To finish it off, Little Red Wagon was garbed in a Matte Red Aluminum wrap from Arlon Automotive by Brian at MS Authority, and topped off with custom Swarovski badges from the Crystal Ninja herself.







Little Red Wagon

Inside, the Yukon features full Alea Leather Prestige Plus custom leather upholstery, US Speedo gauges, and a fully tricked-out sound system with Powerbass speakers, amplifier, and subwoofers all controlled through the truck's factory touchscreen head unit.

Keena certainly accomplished her mission to create a lifted rig that's aggressive enough for a man, but with the subtle touches of a woman. It's not every day you'll see a lifted SUV blinged out quite like Keena's, or a 4-foot, 11-inch female climbing out of her own custom-designed rig for that matter. With a true passion for the industry and a build style all her own, we can't wait to see what's next on the project list for this one-of-a-kind truck chick! 🚚

Inside the Build

Year Make Model: 2015 GMC Yukon XL

Owner and City/State: Keena Bryant; Fort Smith, Arkansas

CHASSIS

Front suspension: 10-inch Cognito Motorsports lift, Cognito upper control arms, FOX coilovers powdercoated gloss black

Rear suspension: 10-inch Cognito Motorsports lift, FOX reservoir shocks powdercoated gloss black

ENGINE

5.3L V8, ProCharger P1SC supercharger with custom tune, K&N, Borla cat-back exhaust with black tips; built by ADA Offroad

BODY

RackWorks roof rack, HornBlasters train horns backed by a Viair compressor, Rigid Industries Midnight Series lightbars, Red Rock lights, plainANSimple headlights, Gravel Empire grille, AMP Research steps, Arlon Automotive Matte Red Aluminum wrap by Brian at MS Authority, Crystal Ninja custom Swarovski badges

WHEELS & TIRES

Wheels: 20x14; American Force, VV Concepts spiked lug nuts; coated in Matte Red Aluminum color-matched Prismatic Powders by Miami Powder

Tires: 36X15.5R20; Mickey Thompson Baja Claw

INTERIOR

Alea Leather Prestige Plus custom leather, US Speedo gauges

Stereo: 8-inch factory touch-screen with navigation and BlueTooth, Powerbass speakers, digital amplifier and subwoofers.

Special Thanks from Owner: "My Husband Robbie for letting me build another SEMA truck however I wanted. Josh and Brandon from ADA Offroad, and Brian and crew from MS Authority, and Cognito for the killer lift and booth spot."





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BY JASON MULLIGAN
PHOTOGRAPHY: JASON MULLIGAN



Top Shelf

Highlighting the Best of a Fresh Design



OEM manufacturers displaying at the SEMA tradeshow each year are not

only looking to show off their latest models but to see how other companies and custom builders enhance their features and designs. The CGS Motorsports crew out of Chino, California, run by father and son team Ron and Casey Scranton, are no strangers to enhancing the design, performance, and style of cars and trucks alike. This past year for the SEMA show, CGS had the opportunity to showcase a newer truck model for the Ford Motor Company by putting their own spin on it.



The latest Ford F150 trucks feature an all-aluminum body and cutting-edge design. CGS and their team, which includes Robert Henry, wanted to highlight the aluminum in the truck design. Starting with a '16 F150 Lariat Crew Cab, Andy Meeh sprayed out Axalta Aston Martin Silver before applying Jet Black accents throughout. Additional Candy Red brushed accents flowed over the mirrors, window trim, and on the set of 24x10-inch Savini Forged SV60 wheels wrapped in Pirelli rubber.

This truck was built to tow and to work and to increase the efficiency of the turbos when under load, the EcoBoost engine was upgraded with a Whipple intercooler. They also installed a CGS cat-back, ceramic-coated 3-inch exhaust system. Air Lift helper 'bags', along with the McGaughys 3/5 lowering kit complete the suspension to ensure full towing capabilities. Upgrades were kept simple in the interior, as the Lariat already provided plenty of luxuries. The heated and cooled seats were outfitted with custom Alea Leather with silver accents to match the theme of the truck.

The truck debuted in the Ford booth at the SEMA show with a huge splash, showcasing the new truck design and highlighting the aluminum body features. Keep an eye on CGS, they always have a cool project—or two—up their sleeve. 📷



Inside the Build

Year/Make/Model: 2016 Ford F150 Lariat

Owner and City/State: CGS Motorsports; Chino, California

CHASSIS:

Front Suspension: McGaughys Suspension 3-inch drop

Rear Suspension: McGaughys Suspension 5-inch drop, Air Lift helper 'bags, PML diff cover

DRIVETRAIN:

Engine: 3.5L EcoBoost V-6, Whipple intercooler

Exhaust: CGS 3-inch ceramic-coated cat-back system

BODY:

Paint: Axalta Aston Martin Silver with Jet Black by Andy Meeh

Accessories: Leer bed cover, Raptor Retrofit headlights, LED fog lights, Bed Rug, Nav-TV, Husky wheelwell liners, AMP Research power steps, undercover swing case, Air Design tailgate appliqué, and hoodscoop

INTERIOR:

Upholstery: Alea black leather seats with silver accents

Accessories: Lloyd Mats carpeting, window tint by TintWorks

WHEELS & TIRES:

Wheels: 24x10; Savini Forged SV60 in Candy Red

Tires: 305/35R24; Pirelli Scorpion P-Zero



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BY JASON MULLIGAN
PHOTOGRAPHY: JASON MULLIGAN



CGS Motorsports
Brings a Base
Model F150 to Life

Limitless



Since the early days of hot-rodders, the automotive aftermarket has always been about personalizing and upgrading your ride through customization. Starting off with a base model work truck and bringing together new products and techniques can result in a unique truck that's truly your own, yet built at your own budget. Ron and Casey Scranton of CGS Motorsports, with help from Robert Henry, picked up a '16 Ford F150 work truck and looked to turn it into a custom truck at the level of, or even higher than, the higher-end trucks on the lot.

Starting with the foundation, the truck was lowered 3 inches in the front and 5 in the rear using McGaughys Suspension to showcase the 22-inch Savini Forged SV35 wheels and Pirelli tires. The factory interior had plastic-lined floors and cloth seats, which did not cut it for the CGS team. A full set of custom-embroidered Lloyd Mats took care of the carpeting. The seats were covered with black Alea leather with red-accent piping. To match, the steering wheel was wrapped in Alea leather and red stitching.

The worktruck white exterior, received a series of innovative upgrades. Starting with a paint scheme laid out by Andy Meeh—a Cerakote glare shield with Axalta Boyd Red and Jet Black accents. The headlights were swapped out for painted Raptor Retrofit lights and the rears upgraded with LED lights. Naturally, a new CGS 3-inch cat-back exhaust system increased power to the EcoBoost engine. A bevy of accessories brought the base model features up to snuff, including a Bed Rug, Leer bed cover, AMP Research Power Steps and a backup camera from Camerasource.com.



This Ford from CGS proves you don't have to go all out at the dealership to have a good-looking truck that fits your needs. In fact, you can stretch your personalization and customization a lot further by starting with a base model truck. 📷

Inside the Build

Year/Make/Model: 2016 Ford F150 XL

Owner and City/State: CGS Motorsports; Chino, California

CHASSIS:

Front Suspension: McGaughys Suspension 3-inch drop

Rear Suspension: McGaughys Suspension 5-inch drop

DRIVETRAIN:

Engine: 3.5L EcoBoost V-6

Exhaust: CGS Motorsports 3-inch cat-back system

BODY:

Paint: Factory white with Axalta Boyd Red with Jet Black accents and Cerakote High Temp Matte by Andy Meeh

Accessories: Leer bed cover, Raptor Retrofit headlights and fog lights, Bed Rug, Camerasource.com Backup Camera, Husky wheelwell liners, Fastway hitch receiver, Hidden Hitch, AMP Research Power Steps, Undercover swing case, Air Design tailgate appliqué

INTERIOR:

Upholstery: Alea black leather seats with red accents

Accessories: Lloyd Mats carpeting, Alea leather-covered steering wheel, window tint by TintWorks

WHEELS & TIRES:

Wheels: 22x8, 22x10; Savini Forged SV35 Brushed

Tires: 265/35R22, 305/35R22; Pirelli Scorpion P-Zero



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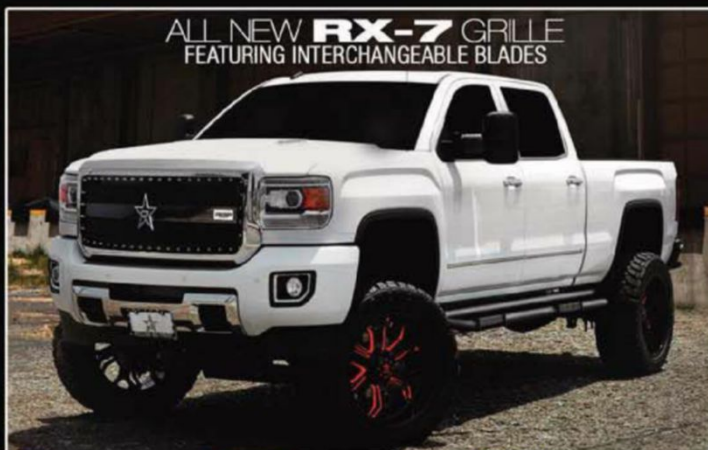
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The Time Machine

We're Goin' Way-Back—With Room for the Whole Family



Here at *Truckin'*, you can always count on us to bring you the latest trends and newest technology from around the world. Every now and then, though, we like to highlight influences from the past. Call it automotive archaeology, if you like. Dusting off where you've been can often define where we're heading. This 1994 Suburban is a great example. While some of

the lines and upgrades are clearly dated, it was ahead of its time in many ways and even today, could humble most modern vehicles in the performance department.

Chris Dobbs, owner of Huegenics in Trenton, Florida, builds magazine-quality custom cars and trucks regularly. Although Dobbs had just graduated from high school when this '94 Suburban was built, he is now the proud owner.

Mark III Industries in Ocala, Florida, was one of the largest van-conversion companies as of 1990 and built this one way back when. Purchased in late 1993, the company created this Suburban as a running advertisement for its conversion line. As one of the first steps in the conversion, the new truck was dropped off at Lingenfelter Performance, to receive a whopping \$38,000 worth of engine modifications.

Once complete, Mark III brought it back to its facility in Ocala to upgrade the interior. The company showcased the vehicle for several years, around the world. Dobbs believes it even spent time on Germany's Autobahn. It was purchased from Mark III in 1998 with only 550 miles on it. The second owner thoroughly enjoyed the truck until selling it to Dobbs this year. Garage-kept its entire life, it

still only has slightly more than 11,000 miles.

When the Mark III Suburban arrived looking for a big horsepower increase for a large vehicle, Lingenfelter used its previous R&D work building a Saudi vehicle. The team created a second version of the Saudi big engine for this truck. One customer in Saudi, Arabia, wanted the 230hp factory motor in his highly modified, 9,000lb. armored Suburban

made significantly stronger.

Could they build something to ensure his vehicle could move out smartly, should the need arise? Lingenfelter began the Saudi project by selecting a monstrous 605ci marine block, strong enough for a genuinely dramatic horsepower increase. A forged rotating assembly made up the internals, a high-lift Comp hydraulic roller cam worked the valves,

and modified Brodix Big Brodie heads were ported and polished to ensure free breathing. The engine used a modified GM fuel injection with a Mercruiser intake fitted with a cold-air intake. Hooker Super Comp headers and DynoMax Ultra Flo mufflers scavenge spent gasses.

According to a *Car and Driver* article written about the Saudi vehicle at that time, the engine produced

a stout 550 horsepower with a staggering 705lbs-ft of torque. Amazingly, the engine came out emissions legal, equipped with a catalytic converter, and an O2 sensor. Of the \$38,000 price tag, \$10,000 was devoted to emissions testing. Lingenfelter upgraded the 4L80E transmission with a modified valve body, heavier duty parts, and a unique adjustable shift kit control mounted on the firewall.

The Time Machine



The Suburban got the same treatment. Once the horsepower upgrade was complete, the Mark III team brought the Suburban back to their headquarters in Ocala and began to improve the handling. The design kept the factory upper control arms and spindles, but modified the lower control arms to achieve a lower ride height. The beefed and lowered rear retained the GM leaf spring suspension with factory shocks, but augmented with a second pair of air shocks in order to tow the painted-to-match, company trailer. The controls for the onboard compressor reside in the glove compartment.

Inside, however, is where all the early '90s fun begins. The Mark III team fabricated the unique aluminum trim pieces on the dash, door panels, rearview mirror, pedals, and under the hood. The stock Suburban seats were re-upholstered in black leather with (cool-for-the-times) pink and gray tweed. Four separate buckets and a third row bench seat mean the truck can entertain seven people comfortably. The door panels came equipped with magazine racks, presumably loaded with copies of *Truckin* for passengers to enjoy.



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The Time Machine

A perfect road trip ride, the Suburban features dual air-conditioners, and an elaborate audiovisual system that includes a JVC AM/FM, cassette player, and graphic equalizer to control the pair of Kicker amplifiers and multiple Kicker speakers throughout the cab. The center console has a rear-facing Sony Trinitron monitor connected to a motorized, pop-up VCR. Hey, it was a state-of-the-art addition in its day and forerunner of today's DVD home theater approach. The rear hatch houses a full-width, upholstered sub enclosure sporting four 12-inch, rearward-facing Kicker subs, along with a top-mounted 500-watt, single-channel amp for the subs, and a four-channel, 200-watt amp for the front stage. Four capacitors and four small auxiliary batteries sit behind the enclosure, presumably to allow the stereo to entertain while the truck was on display at a show. Tweeters are mounted in the overhead and on either side of the dash. Component sets sit in each of the doors with an additional pair of mids mounted up front on either side of the dash. Although, the antique bag phone is a reminder of an earlier decade, (it still works!), the stereo sounds as good as any modern system. It even has a rear-view camera, aimed out the rear window, with a small screen on the dash.

The truck runs a Boyds steering wheel and matching Boyds wheels, 17x9.5 up front and fat 17x13s in the rear. Body mods on the Suburban were conservative with a cowl-induction hood, painted-to-match grille and front bumper, custom side mirrors, a deleted rear bumper with a custom roll pan, flip-down license plate, Cadillac taillights, and dual exhaust tips cut into both rear fenders. It's painted a modified S-10 color popular in the '90s, Magenta with a pearl overlay.

Dobbs grins, "It was an \$80,000 build 20 years ago and still has only 11,000 miles on it. It's something you don't see anymore, with lots of cool features done back in the day, making it a true time machine." What are the future plans? Chris is undecided about whether he will pass the truck along to another enthusiast or use the high-performance power plant and accessories to create another magazine-worthy, Huegenics shop creation, but he's sure going to enjoy it in the meantime. 📺





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BY **PHIL GORDON**
PHOTOGRAPHY: **PHIL GORDON**

TRUE COLORS

You can say a lot about a truck that has been passed around as much as 26-year-old Brandon Steplock's '91 Mazda B2200. As the fifth owner, out of the Ontario, Canada, area, he vows to make sure it never leaves his ownership. "I watched this truck get built," Steplock tells us. "And I waited until I had the opportunity to make it mine." It all started as a kid when Steplock got into dirt bikes, and eventually, into trucks. He would see a crew of trucks driving through his local town, and started imagining the day he would be part of a tight crew with his own truck.

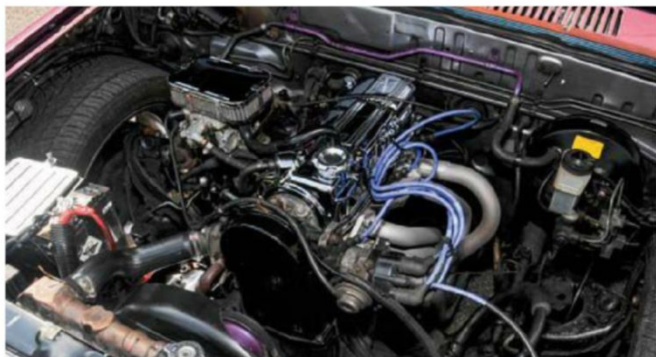
When the Mazda's fourth owner Kris Smith was attending a mini-truck gathering, Steplock made an offer to buy his truck. Smith wasn't willing to part with it then, but a couple weeks

later, he contacted Steplock to see if he was serious. They made a deal and Steplock finally got the truck he had been pining over for years. A lot of the work had already been done, but it did need minor touch-ups here and there.

The Mazda was coated with a smooth Chameleon paint job that changes colors through eight different hues, depending on the amount of sun. When the B2200 needed to be brought down to the ground, James Day and Sean Maloney of Whoz Next Customs carried out the traditional bodydrop and added a full AccuAir 'bag suspension that brings the Mazda up to driving height at the touch of a switch. Inside the cabin, they installed a full tweed interior, as well as a compact stereo system that fits and plays perfectly in the extra cab.



THE THROWBACK CANADIAN CHAMELEON



The Mazda certainly has had its share of owners, but none have given it the extra care and attention that Steplock has provided. "I'm glad Brandon has it. I wouldn't want anyone else taking care of it," a former owner says. As an Acrophobia member, Steplock is going in the right direction with their reputation of clean builds. 🇺🇸



Inside the Build

Year/Make/Model: 1991 Mazda B2200 extended cab

Owner and City/State: Brandon Steplock; Grimsby, Ontario, Canada

Club Affiliation: Acrophobia-True North Chapter

CHASSIS

Front Suspension: Stock Mazda front clip, modified stock control arms, Firestone 2500 'bags

Rear Suspension: Four-link 'bag over bar, Firestone 2600 'bags, AccuAir manifold, AVS seven-switch, 3/8-inch airline, two Viar 444 compressors, 5-gallon seamless air tank

DRIVETRAIN

Engine Factory 2.2L rebuilt, Pacesetter header, Weber carb, chrome valve cover, chrome GM two-prong alternator upgrade

BODY

Chameleon paint, chrome trim, shaved roll pan, Ford Ranger headlight conversion, chrome grille, chrome mirrors

INTERIOR

Custom tweed door panels, paint-matched dash trim, Recaro seats wrapped in two-tone tweed, Billet Specialties steering wheel to match the rims, aftermarket gray charcoal carpet with custom floor mats

Stereo: Pioneer head unit, Pioneer components, Clarion amplifier, Clarion 10-inch subwoofers

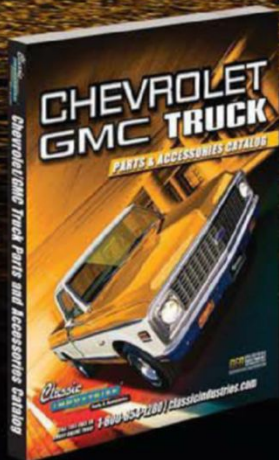
WHEELS & TIRES

Wheels: 16x7; Weld Racing Billet

Tires: 235/40R16; Toyo Proxes

Special Thanks: "James Henny, William Salazar, Chris Hawkins, Ryan Leeming, and my Acro family; my amazing girlfriend Kerri; and my mother and father for always supporting me in the lifestyle."

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Here at *Truckin*, we call ourselves writers, editors, or content creators. The way our feature articles get produced is often a simple formula. We get wind of an awesome build, contact said builder, and over the course of many months, watch as the build nears completion. Then using our good looks and charm, we convince the owner to have his truck immortalized in our pages. We send a lens-slinger (or photographer) out to an undisclosed location, who shoots a few hundred photos, and we decide which of all those fabulous shots can fit in the mag. In the meantime, we sit down with the owner and have him fill out a build sheet, which provides an overview of how the truck was built, what kind of parts were used, and grants us insight and backstory that gives the article character. Back at the *Truckin* offices, we bring out all of our writing skills, and via massive doses of caffeine and sleep deprivation, finally put an accurate representation onto paper.

Quick Change

Going from
two wheels
to four



Quick Change

This particular build process followed all the normal protocol, but the owner and builder Eric Banks was so enthusiastic when we sat down with him, we decided to let him tell the story in his own words. Enjoy.

"After building my last Suzuki GSX-R1000 drag bike I decided to get out of the motorcycle world and change it up. A few of my friends were into air-ride trucks, which sparked my interest. As a big Ford fan, I decided to look for a '65 or '66 F100. After months of searching, I found a clean '66 on Craigslist. My two buddies, Will Meadors and Seth Curry, and I hopped in the car to look at it. After a test drive and some price negotiation, I drove away with it for only \$2,500. The trip home was the scariest white-knuckle drive I ever had! We drove 60mph, but the truck still had drum brakes all around with the original Twin-I beam front. The thing was super squirrely and all over the road! Once home, about two weeks went by before I started tearing it down. I replaced the front suspension with a Crown Vic front end, but it didn't have the stance and lay that I wanted. I took it out, and installed a Full Tilt Street Rods Mustang II IFS complete with upper and lower control arms with the help of my buddy Coulter Manard. Rear suspension is a parallel four-link, with a 'bag over bar set-up. With the truck riding on Slam Specialties RE6 'bags, the chassis was all done, and everything was powdercoated. Another friend of mine, Arnolito Flores, and I repaired all the rust spots and refloored the cab. Next, it went to Tyler Rochelle and my brother James Inscoe to get the interior and engine bay sandblasted to bare metal, straightened back to factory spec, and shaved down before it was painted. My vision was to have a fully restored interior looking like it did in '66 with the tattered exterior original paint. While it was all

repainted, I took the seat, visors, and door pockets to Scott's Auto Trim to have it rewrapped in white vinyl, with blue, white, and black plaid. We installed a B&M shifter with a modified Crafty B shift lever and I contacted Ryan Chaney at 44 Build to fab me up a one-off meat-cleaver shift handle. With the interior done, it was time to knock out the bed. Coulter and I raised the factory bed floor to make room for the huge 10-inch Hometown Fab C-notch. With the bed raised, I built up the area beneath to display the custom WW2 bomb painted with a shark face as the air tank. It has copper hardlines, and an AccuAir e-Level system, as well as two Viair 440 compressors with black braided lines and AN-6 fittings. The truck still needed a power plant to move it down the road. I decided to ditch the original Cleveland engine and swap it out with a 351 Windsor, but during the rebuild I discovered a rusted crankshaft. So I swapped it out with a SCAT stroker crank and bumped it up to a 408 stroker with machine work from Scot Johnson. With the help of Steve Jones at Performance Auto and Diesel, we built the 408 with a SCAT stroker kit, put in JE flat top pistons, Ford Racing rocker arms, and aluminum heads. We topped it off with a set of vintage Weiand valve covers and intake, a Black Diamond series Quick Fuel carburetor, and a Lokar throttle cable and dipstick. All the hardware was switched to stainless Allen head bolts. To stand out from the crowd, Coulter and I fabbed up some lake-style headers under the hood with fender exit outlets. Conestogo Motors (a.k.a., Steve Mank and Denny Lloyd) ran all new wiring and got it tuned up, ready to cruise around and drag the streets. Once the truck was all back together, the '60s paint was buffed back to a shine."

We think that says it all. 🇺🇸





Inside the Build

Year/Make/Model: 1966 Ford F100 Styleside SWB

Owner and City/State: Eric Banks; Jenks, Oklahoma

CHASSIS:

Front Suspension: Game Over Built chassis, Full Tilt Street Rods Mustang II IFS with upper and lower control arms raised 3 inches to lay body, Slam Specialties RE6 'bags,

Rear Suspension: four-link, with 'bag over bar set-up, 10-inch C-notch, AccuAir e-Level with copper hardlines

Brakes: Four wheel disk conversion

DRIVETRAIN:

Engine: 351 Windsor stroked to a 408 with JE pistons, aluminum heads, Ford Racing rockers, Wieland intake and valve covers, Black Diamond Quick Fuel carb, custom headers with fender exit

Transmission: powdercoated and rebuilt C6 transmission.

BODY:

100 percent original paint buffed out, raised factory bed floor has hidden trunk area with shark-adorned WW2 bomb converted into air-supply tank.

Interior: Fully restored with freshly painted interior and door jams, custom rewrapped seat, FoMoCo optional door, B&M floor shift kit with a modified Crafty B custom shift lever, and a one-off 44 Build meat cleaver as shift handle.

WHEELS & TIRES:

Wheels: OEM 15-inch wheels, powdercoated white

Tires: Coker 670 classic 2¾-inch whitewall 15-inch tires

Special Thanks: Coulter Manard, Arnoldo Flores, James Inscoe, Steve Jones, Will Meadors, Chris Prideaux, Steve and Tayna Mank, Denny Lloyd, Tyler Rochelle, Jeff Johnson





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Adding a 12-inch Lift and all the Trimmings to a 2015 Sierra HD



Bulletproofing the GMC

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More is better. Never mind the naysayers who tell you that less is more. Nobody makes their decision to watch the big game at the sports bar with the smallest TVs, or stands over a pizza wishing there were fewer slices. The same goes for truck lifts—the higher the better.

The folks over at Tough Country of El Campo, Texas, makers of fine bumpers, headache racks, running boards, and side steps, were happy with their Devious Customs-built creation for a while (many of you may remember this build from our Vol. 41, #8 issue), but after a successful year showing the truck, they

imagined what it would be like to have their very capable '15 GMC Sierra another 5-or-so inches taller. That thought of going bigger turned into a phone call over to Bulletproof Suspension to check out the options, and a 10- to 12-inch kit was quickly ordered. To make the transformation that much better, a set of high arching Atlas Springs leafs, and a set of six ICON Vehicle Dynamics 2.0 remote reserve shocks topped off the order. To keep things nice and sturdy, we also ordered a set of Air Lift Loadmaster 5000 'bags. The Bulletproof kit will let the Silverado ride around on 40x15.50R20 Toyo Open Country M/T tires mounted to RBP 20x12

Assassin Wheels that gives it a whole new look.

Tough Country headquarters is located near Houston, and we wanted to stay with doing the work at shops known for killer laid-out trucks, but actually builds all sorts of custom vehicles. As a result, we brought the truck to our pal Bill Carlton and the talented crew at Ekstensive Metalworks. They made quick work of the lift, even with all the extras we were throwing at the truck. In fact, the truck was done in time to revisit SEMA this past November and star in the Tough Country booth. Follow along as Ekstensive installs the top-shelf Bulletproof, Icon, and Atlas components that really set this Sierra HD apart from the rest. 

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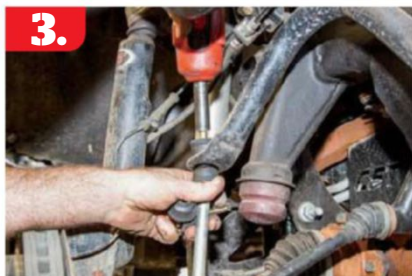
1.

1. Our kit from Bulletproof arrived in a huge box that was damn heavy—good sign. All the parts were built of heavy wall DOM tubing, featured smooth welds, and looked great. The Bulletproof Suspension Chevy 2500 10- to 12-inch Lift Kit features a one-piece lift cage, aircraft-grade Chromoly nine-piece Heim outer steering with 4140 hardened steel bushings, differential drop brackets, sway bar links. A Uni-Ball A-arm upgrade is available. Bulletproof recommends adding a set of Atlas Springs' handmade performance rear leafs as an upgrade, so we did just that.



2.

2. We also decided to upgrade our kit with these super-cool ICON Vehicle Dynamics 2.0 Aluminum Series Remote Reservoir shocks. Along with extra inches, we wanted the added looks and support of the dual reservoir setup up front.



3.

3. With this lift, we attacked the frontend first. We stripped off the wheels and took an inventory of the condition on the current setup. After all the thrashing, the shocks and control arms were in good shape.

4. Next we removed the sway bar links using our trusty impact wrench, and let the sway bar hang down as we continued the removal process.



4.



5.

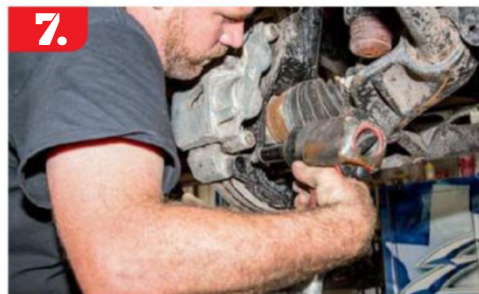
5. We then unbolted the tie rod end from the spindle and gave it a good whack with a hammer (not pictured) to unseat it from the spindle.



6.

6. We disconnected the brake line and the ABS line from their mounting points. At this point, we also loosened the upper and lower ball joints and used a hammer to unseat them.

7. The brake caliper was next on the removal list. We made short work of it, quickly buzzing out the mounting bolts with the impact.



7.

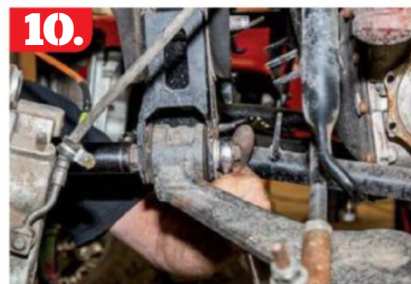


8.

8. With the rotor and caliper out of the way and hanging, we had more room to remove the upper and lower bolts from the shock and remove it, too.



9.



10.

9. Eight bolts hold the axle to the differential, and we quickly removed those—again using an impact. We left the spindle and axle still attached and removed them together. We separated them in a later step.

10. With the front hub and axles out of the way, we now had access to the upper and lower A-arms. We removed the cam mounting bolts from either side and removed the A-arms, as well.



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11.



11. Next up, unload the torsion bars by removing the bolt from each of the torsion keys and remove them from the crossmember and the lower A-arms

12.



12. Before the driveshaft and diff could be removed, we had to drop the subframe from the previous lift. It was muscled out of the way, we set to work removing the driveshaft bolts, and unbolted the differential. We will reinstall it into its new home in a later step.

13.



13. To fit the new shock hoop, we had to cut the bumpstop mount, then slightly cut away the lower part of the upper A-arm tabs, for clearance of the new drop down mounting points. We used a cutting torch and made short work of all the cuts.

14.



14. We fit the new upper A-arm drop down bracket into the factory tabs and mounted them up loosely, so we could slide the new shock hoop over the top and bolt it down.

15.



15. In preparation of reinstalling the diff, we bolted up the drop brackets on either side, ensuring the center gusset is pointing towards the outside of the truck with the flat side to the bottom. We reinstalled the diff and left it loose to tighten up later.

16. Now we were ready to mount up the beefy new cage. Using a jack, we lifted the cage into the factory mounts, making sure we slipped the diff tabs around the diff and bolted it all up into place. We then reconnected the driveshaft to the diff.

16.



17.



17. Now we were ready to install the new upper A-arms from the kit, the factory lower arm into the drop down bracket, and the rotor and axle-less spindle to the upper and lower arms.

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18.



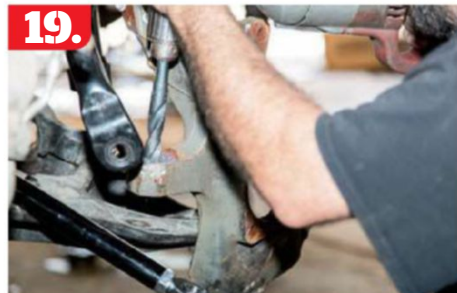
18. We were now ready to install the ICON 2.0 remote reserve shocks, and we mounted two on each side

19. In order to install the included heim joints, the tie rod end mount on the spindle needed to be drilled out to $\frac{3}{4}$ inch. We then installed the heim joints making sure to note that they can only be installed one way as the threads are either right or left handed.

20. With the steering rods finished, we poured a little locite on the axle bolts and reinstalled the axles back onto the differential and tightened them down. The caliper went back on as well. We also installed a new set of steel brake lines, included in the kit, and reconnected the ABS lines.

21. We saved some time mounting up the torsion bar drop bracket as we already had a (slightly higher) drop bracket from our previous lift, all we had to do was remove it and install the new ones, and slide in the torsion barn into the existing crossmember.

19.



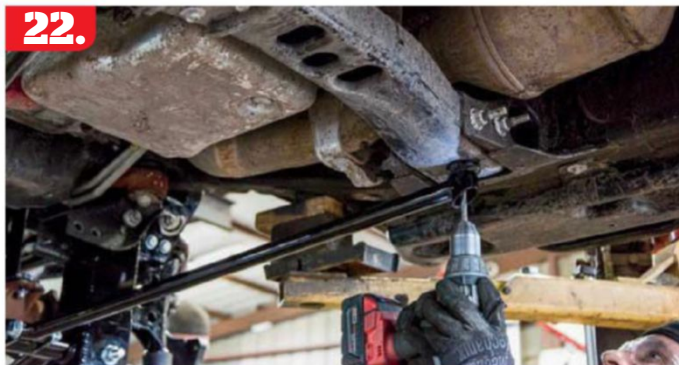
20.



21.



22.



22. Last on the front suspension was to mount the impact bars. We loosely bolted them up to their mount on the cage and then swung them up to the transmission crossmember. We held it against the crossmember and drilled out a $9/16$ -inch hole and then mounted up the bars and tightened them down.

23.



23. With the front end all buttoned up, we turned our attention to the rear as there was still a lot of work to do. With the wheels already removed, we unbolted and removed the rear shocks.

24.



24. We also had to loosen and remove the rear brake lines from their bracket, as they will be replaced with longer lines that are included in the kit.

25. Supporting the rear axle with a few jacks, it was time to loosen and remove the U bolts. We then removed the bolts that held the leaf springs at the hanger and the shackle. The unbolting we did alone, but when it came to removing the leaf itself, we enlisted another set of hands.

25.



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26.


26. No need to fit larger lift blocks under the rear leaf springs as the high arched Atlas Springs did all the lifting needed.

27. Time to fit the rear with its own set of ICON 2.0s. They went in without a hitch, and looked damn good, also.

27.

28.

29.

30.


28. After the shocks and leaves were tightened down, we decided to go an extra step and add to our comfort and peace of mind. We added a set of AirLift load stabilization 'bags. Although not standard to the kit, we felt it was a good addition to our setup. It provided the stabilization keep our high-rise in check.

29. We removed the rear bumpstop and mounted the 'bags directly above the leaf spring center mount. In order to mount the 'bag bracket, three holes had to be drilled into the frame. The Ekstensive crew did a great job fabricating the dropped down mounts, complete with stabilizer bar to really beef up the reliability of the rear end and compliment the Atlas springs and Icon shocks.

30. With all the bolts torqued down to spec, we took another look at our handiwork and noticed that the Bulletproof kit was one tidy package! The new steering is a beaut of engineering and toughness. The beefy A-arms looked huge fresh out of the package, but they looked right at home once installed.

31.


31. Our Silverado was looking good with its higher stance and visible shock hoops sporting the ICON 2.0 reserve shocks. It gave this truck an aggressive look with the added bonus of extra clearance to drive over just about anything. The new 40x15.50R20 Toyo Open Country M/T tires and RBP Assassin Wheels completed the look and were more than capable of a little afternoon off-road fun. We can't wait to head out to El Campo and try the truck out ourselves.



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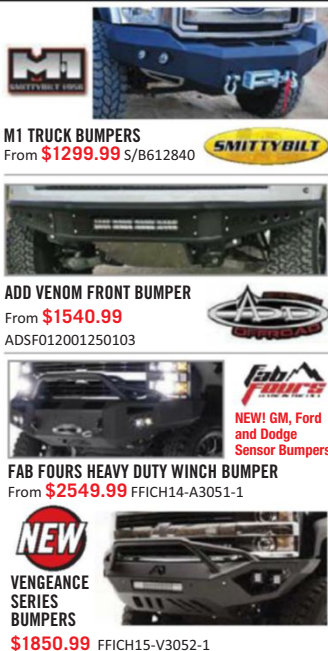


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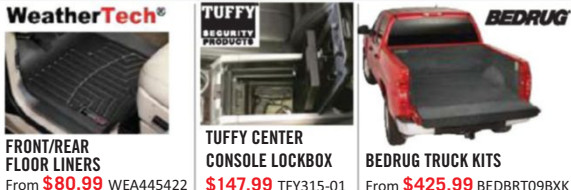
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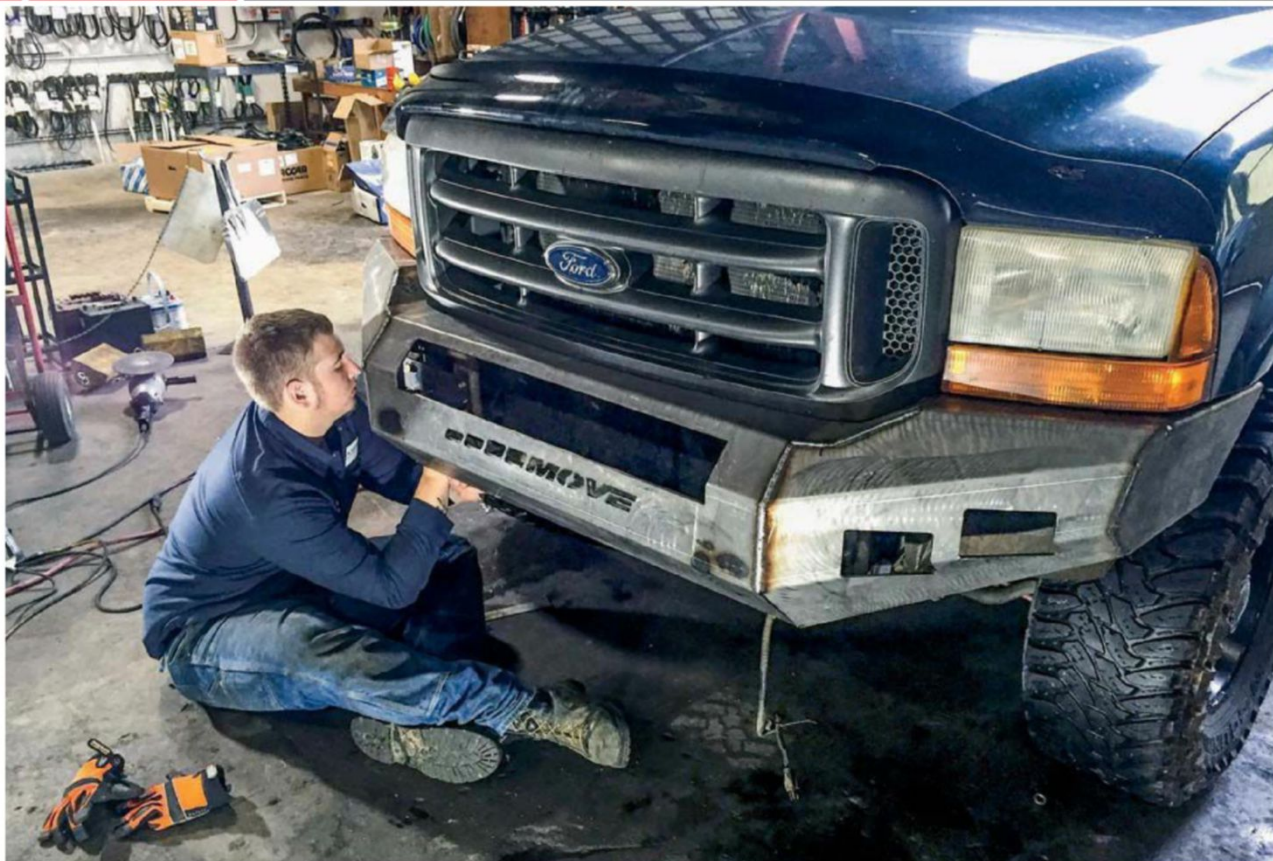
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Puttin' a MOVE ON

Weld-it-yourself
and save
moolah

Thomas Smalley had always envisioned a custom heavy-duty front bumper on his '99 Ford F-250, but spending more than a grand on even a cheap one blew out his college-student budget.

That all changed when the Oakland, Oregon, Super Duty owner discovered MOVE Bumpers and realized he could apply the welding skills he was acquiring by building his own bumper and take advantage of MOVE's easy-to-do DIY kit.


The day after the bumper kit arrived, Smalley had it built and installed, and it looked every bit as nice as a pre-assembled custom bumper costing nearly three times as much. That cost savings and simplicity comes from MOVE's unique approach, which eliminates the final assembly and finishing process common to other heavy-duty custom-bumper installations.

Lewistown, Montana-based MOVE uses their 3D design technologies, CNC machine, and metal-forming equipment to produce all the pieces for each customer-spec'd kit out of 3/16-inch plate steel. Then the kit is shipped out, leaving the final assembly and finish work to customers like Smalley.

The company's weld-it-yourself kits come in three basic styles: Standard (\$395), Pre-Runner (\$495), and Full-Grill (\$750). Each includes cutouts for two sets of square light holes in the wings and a 20-inch lightbar in the face. If you need a 30-inch lightbar hole or a single set of square lights, add \$50. (A winch mount setup is \$75, but the bumper face must be modified for the fairlead.)

We followed Smalley and friend Josh Hunt as they took the F-250 bumper kit from start to finish in just half a day, working in a bay at Mobile Diesel Service in Oakland, Oregon.

After the bumper was assembled, welded, and sanded, they took it to Double R Powder Coating & Fabrication in nearby Sutherlin to have it finished in textured, semi-gloss black. Then it was back to the shop to install the TigerLight LEDs and put the bumper on the truck.

MOVE's new approach to custom heavy-duty truck bumpers proves sweat equity is worth every minute—especially for *Truckin'* readers who have set their sights on cool upgrades but are handcuffed with tight budgets. 

Source:

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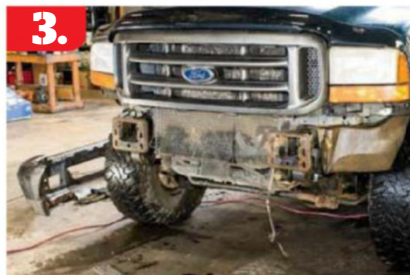
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1. This particular MOVE Bumper kit is the mid-priced Prerunner version with the optional 30-inch lightbar cutout (\$50) and three 2½-inch tubes (\$75)—total cost \$620. Pre-finished bumpers of the same caliber normally cost close to \$2,000.



2. MOVE Bumper kits come in three versions: Standard (\$395), Prerunner (\$495), and Full Grill (\$750). This '99 F-250 is primed and ready to have a burley MOVE Bumper installed.



3. The first step is to disconnect the batteries and remove the stock bumper and tow hooks to make way for the fab work.



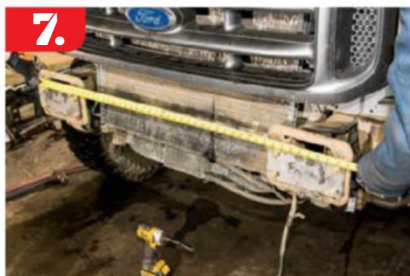
4. Place the MOVE Bumper framehorn endplates in position and finger-tighten the factory bolts.



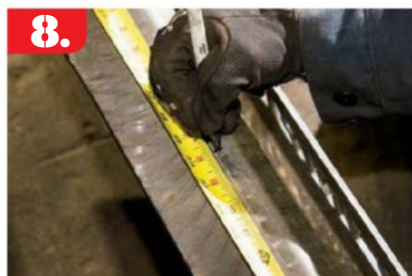
5. The first of many welds: Here Josh Hunt tack welds the passenger's side L-bracket to the MOVE center section. This is the most important step as the center section and brackets set the stage for the entire build.



6. Carefully position the L-brackets with the angled-edge of the bracket's short leg against the angled bottom of the center section, as shown. Welding magnets are a big help during this build to ensure square placement of brackets and gussets.



7. Find and mark the center of the truck's grille by placing a tape measure on outside edge of each framehorn. Next, mark the center point on the bottom of the grille.



8. Locate and mark the center on the MOVE bumper center section with a Magic Marker. Use this mark to align the center section with the grille, so the bumper is centered when finished.



9. Thomas Smalley tack welds the center section L-brackets to the framehorn endplates. Make sure the endplate bolts are positioned in the center of the slots, so you can adjust the bumper left or right as needed later.



10. The L-brackets were tacked in to achieve the proper positioning in relation to the MOVE bumper center section. Tack welds are used until the other side is correctly aligned and positioned.



11. Smalley runs a full bead around each L-bracket. Welds can be smoothed during the final finishing stages.



12. The center section of the MOVE Bumper is now in place on Smalley's F-250 and ready to have the wings and endplates welded on.



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13. It's nice to have a helping hand or two during this build. Here, Smalley holds the passenger-side wing in place, ensuring the top is level with the marker light, while Hunt places a few quick tack welds.



16. Smalley runs a full bead along the seam where the center section and wing butt together. All welds will be ground smooth later.



19. The second most used tool was this angle grinder with a 4 1/2-inch flap disc. These sanding disks are ideal for smoothing the bumper edges.



22. This is what the finished areas of the bumper fabrication look like after the pinholes were addressed and the final sanding completed.

14. The side plate is the last piece to be welded in place on the passenger's side of the new bumper.



17. The bumper was removed and set on a table where it was easier to work with. Smalley ran an extra set of 1-inch long beads on the backside of the MOVE Bumper to strengthen the outer welds without having to run full-length beads. He also welded in the supplied gussets as he saw fit.



20. Sweat equity at work: While Smalley continues welding, Hunt grinds the welds and edges smooth. Teamwork really sped up this MOVE Bumper kit build.



23. Each bumper comes with tow hook eyes. Smalley places the ones on his custom bumper 1 inch inward from the wing seam on the center plate. Welding magnets helped get the eyelets square and held them there for tack welding.



15. The same process is repeated on the driver's side, as the bumper wing and side plate are welded in and a full bead run along each seam. Smalley took care to ensure the wing is level with the marker light before making finish welds.



18. One-inch long welds run along the back of the joints where the center, wings, and sideplates joined.



21. As the welds were smoothed down, a few pinholes began to appear. These areas received a second welding pass to ensure a strong joint, then were reground smooth.



24. The tow eyes are welded in place, which is the last step on the face of the bumper fabrication.

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25.


25. MOVE Bumpers includes adjustable light-mounting brackets with this kit. Smalley positioned the TigerLight Spot Beam driving lights and tack welded each bracket in place.

28.


28. MOVE supplies a pair of special lightbar brackets in the kit. Smalley cut off the slotted portion of each. That way, he could keep the TigerLight Crossfire LED lightbar close to the opening, while allowing full adjustability.

31.


31. Every bumper VanDoran powdercoats gets a good once-over with a dual action sander before heading into the oven.

34.


26. A full weld is run top and bottom after the wing light brackets are tacked in place.

26.


29. The last item to be welded is the trim plate under the lightbar. Smalley positioned it to lie along the top of the MOVE logo cutout.

29.


32. Double R Powder Coating & Fabrication uses a two-step process for bumpers, hitting the hard-to-reach areas that could eventually rust while the bumper is still hot from the initial outgassing process. When the bumper is cool, they lay on the traditional powdercoat and cook the bumper again for 30 minutes at 400 degrees to bake the finish.

32.

27.


27. Smalley with help from his dad, Shawn, position a new 30-inch TigerLight Crossfire LED bar in the MOVE Bumper cutout.

30.


30. With the welding done, the bumper is taken to Double R Powder Coating & Fabrication. Dakota VanDoran sandblasted the bumper to remove external contamination before starting the powdercoating process.

33.


33. The last stage of the weld-it-yourself MOVE Bumper build is to wire the lights. TigerLight's LEDs have pre-wired looms, making this job pretty easy.

35.


34. Job done! The DIY heavy-duty MOVE Bumper looks sharp! Smalley will add the pre-runner bars at a later date, which is his option.

35. The MOVE bumper greatly improves the front protection of Smalley's F-250 and provides excellent auxiliary lighting. Best of all—he built it.

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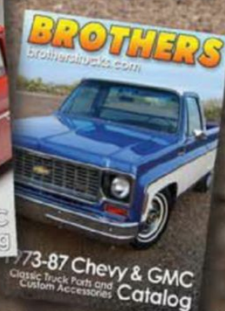
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GD1

17 | 18 | 20 | 22
MATTE BLACK
W/CHROME INSERT
← DIRECTIONAL →

GD2

20
MATTE BLACK
W/ MACHINED



GD2
MATTE BLACK
MACHINED EDGE



GD4
17 | 18 | 20 | 22
MATTE BLACK



GD5
18 | 20
BRONZE BLACK



GD6
20
MATTE BLACK
W/ MACHINED EDGE



PROJECT SPEED BUMP

Part 4: Rear End Renovation

With a plan to install an engine producing more than 500lb-ft of torque, we knew the nearly 50-year-old Ford 9-inch and drum brakes that underpinned Project Speed Bump were not going to be stout enough for our needs. We were going to need a more robust axle to translate our power to the ground reliably, as well as handle repeated launches at the drag strip. In our minds, a Dana 60, with its big 9.75-inch ring gear, seemed like the right fit. After all, they were common to 1-ton Fords of the day.

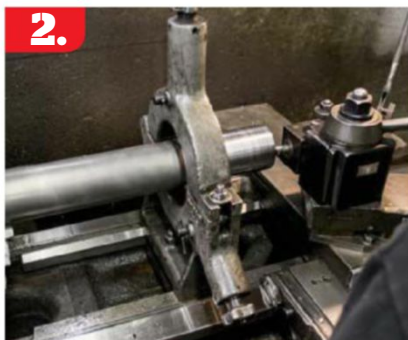
For those who are unfamiliar with the Dana 60, the axle is the heavier-duty big brother to the famous Dana 44 and was first used in the 1950s. Over the years, the popular Dana 60 has been found under countless Dodge, Ford, GM, Studebaker, International-Harvester, and Jeep 3/4-ton and 1-ton fullsize trucks, as well as Ramchargers and Trail Dusters with the 440ci V-8, and a few heavy-duty 1/2-ton Ford and IH trucks. Typically, late-model Dana 60s are equipped with 30-spline axleshafts, in either a semi- or full-floating configuration; 35-spline axleshafts are found in some applications from the factory, but are the standard upgrade in the aftermarket.

Axle tubes vary from 3 to 3 1/2 inches in diameter, and Dana lists the GAWR as 5,500lb-ft for a semi-floating axle and 6,000 to 6,500 pounds for the full-floaters. Both versions have a torque output rating of 5,500lb-ft. The Dana 60's ring gear is 9 3/4 inches in diameter, and the available gear spread ranges from 3.31:1 to 7.17:1. There are both low- and high-pinion versions, and six- and eight-lug wheel bolt patterns.



1. Our build started by selecting 3 1/2-inch tube (1/2-inch wall) and cutting it down to the proper length for our axle's custom specifications.

2. The soon-to-be axle tubes were moved to the lathe and the ends machined down.



3. Here is how the flange-end of the axle tubes looks after machining.



3. Next, the new flange is mated to the axle tube and pressed into place.

5. On the left, you'll see a tube with a pressed flange, while the tube on the right is waiting for its turn in the press.



6. We moved the axle tubes to a welding station where the flanges are welded in place.

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Rather than raiding junkyards for an axle that we'd have to cut down and modify to fit, we decided to work with our friends at Dynatrac and order one built to our specs. Dynatrac is known for manufacturing some of the finest Dana-based axles on the planet. Built-to-order in Huntington Beach, California, these axles are 100 percent made in the USA—down to the raw materials in each housing. In addition, Dynatrac stands by their axles with a very generous warranty.

For Project Speed Bump, we settled on a semi-floating, low-pinion, 35-spline version of Dynatrac's Pro60, with 3 1/2-inch tubes and the axle flanges drilled to match our Crown Victoria frontend's 5x4 1/2-inch bolt pattern. We estimated our stock axle to be about 61.25-inches from flange to flange, so we asked for a Dynatrac axle built with an even 60-inch width, allowing us a little more room to fit a dished wheel on the rear.

7.


7. This is the type of weld quality you can expect from Dynatrac on every axle.

8.


8. With the flanges pressed and welded to the axle tubes, it was time to grab our Dynatrac Pro60 housing. Dynatrac offers several types of housing designs, depending on the intended use. This includes housings designed for IRS cars, such as the Challenger, and special ProRock high-clearance housings for off-road vehicles.

9.

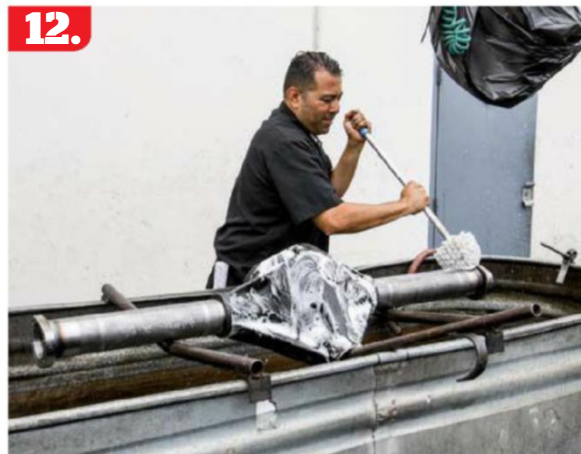

9. Moved to another press, the axle tubes were mated to the housing and aligned for pinion angle (in our case, zero degrees) and pressed into place.

10.


10. Once off the press, the axle was drilled and tapped for the vent line, as well as the brake line junction mounting.

11.

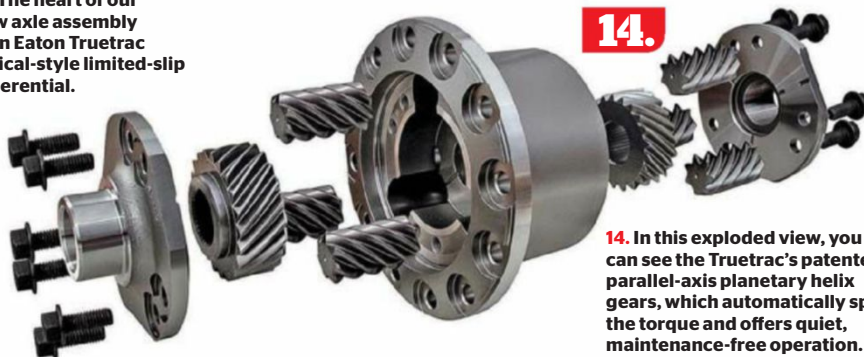

11. The last step, transfer the axle back to a welding station to the inside of the housing where the tubes meet the housing and the exterior plug welds.

12.


12. Before the axle housing could become an axle assembly, it had to be thoroughly washed, removing any grease or debris leftover from the manufacturing process.

13.


13. The heart of our new axle assembly is an Eaton Truetrac helical-style limited-slip differential.

14.


14. In this exploded view, you can see the Truetrac's patented parallel-axis planetary helix gears, which automatically splits the torque and offers quiet, maintenance-free operation.

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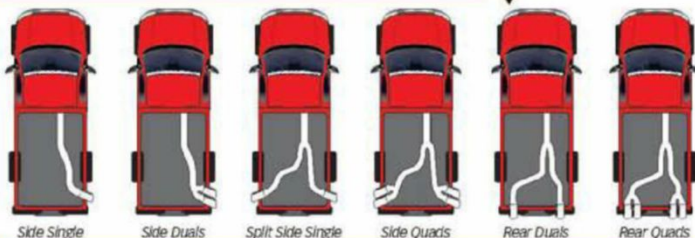


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Inside the Dynatrac 60, we dropped in 4.10 gears after Gale Banks Engineering calculated engine output of our 3.0L 630T V-6, the 6L90 transmission gear ratios, tire diameter, power curve, and comparing the results against a 3.73 gear. With the 4.10s, we saw a higher average horsepower number and better acceleration, in exchange for a lower top speed and a 230rpm rise in cruising revolutions per minute. With this setup, we estimate Speed Bump will hit 113mph, with the quarter miles passing by at approximately 12.9 seconds at 100mph. Respectable numbers for this old driver.

Of course any decent time slip requires the ability to get your tires to hook. We turned to Eaton's tried-and-true Truetrac limited slip. The Truetrac uses helical gears with no wearable items, such as clutches or cones, which makes it easy to maintain. Also, it requires no friction modifier or oil additive. The mechanical differential behaves much like an open differential during normal driving conditions, automatically sending torque to the wheel with the most traction. Because it never truly locks the axleshafts together, it doesn't have any of the quirky driving or handling characteristics that can be felt with a true locker. Other nice features of the Truetrac, it can be preloaded using a little brake pressure, and for those who enjoy a good old-fashioned J-turn, you'll be happy to note the Truetrac also works in reverse.

21. We pulled the ring gear out, adjusted the shims, and put it back in, repeating the process until we got a pattern we liked.



15.



15. Our next step, Loctite the mounting bolts and bolt the 4.10 ring gear to our Truetrac, torquing them to spec on the bench.

17.



17. We began our assembly by installing the pinion race and pinion into the housing.

18. After installing the shim, bearing, and yoke, the pinion nut was tightened.

19.



19. Next, we mocked up the ring gear assembly with bearing and shims and dropped it into the case.

20. With the bearing caps installed and tightened, we applied special grease to the gear face and ran the first of several patterns to determine how the gears meshed.

22.



22. As soon as we were happy with our shims and pattern, we began final assembly by pressing the bearings onto the ring gear assembly.

16. Check out the ring-and-pinion gears, the shims, and the races that go into setting up a differential. Setting up gears is a skill that takes years to master, a lot of patience, and a feel for the perfect amount of movement.

16.



18.



20.



23. The housing was sealed, bearing races installed, and the bearing on both the ring and the pinion greased.

23.





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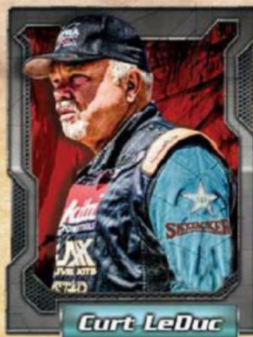
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WRENCH

24.



24. With the pinion and yoke reinstalled and torqued down, we reinstalled the ring gear and placed the bearing caps. We took a final check of the pattern reading with the pinion depth tool.

25.



25. The bearing cap surfaces were lubed and Loctite was applied to the threads before they were torqued to spec.

26.



26. To ensure years of trouble-free operation, the pinion and nut also received Loctite before the 1350 U-bolt-strap-style yoke was installed and torqued one final time.

27.



27. With the gear portion of the install complete, we sealed up the differential housing with a Dynatrac's signature nodular iron differential cover.

Speaking of brakes, we plan to add serious brake hardware improvements. With eyes on a TCE Performance Products' Wilwood-based 14-inch big brake setup on the front, we wanted to ensure the rear brakes would be a good compliment. After consulting Dynatrac about ensuring a correct fit, we settled on Wilwood's Forged Narrow Superlite 4R Big Brake Kit, with parking brake integration. This kit, designed for the new Ford big-style flange, with a 2 1/2-inch axle offset, comes with Wilwood's 12.88-inch rotor Forged Narrow Superlite 4-piston (FNLS4R) calipers and will fit wheel diameters of 17-inches and larger.

The two-piece rotors feature a premium-grade aluminum-mounting hat that integrates Wilwood's internal shoe parking brake system. The rotors themselves are 1.1-inches thick and made from Spec-37 iron in Wilwood's SRP designation. This means a specially engineered directional cross drill and face slot pattern, which according to the company, improves brake response and feel, regardless of pedal pressure. The holes and slots provide a cleaning action that reduces pad glazing, and unnecessary material has been removed to lower rotating mass and unsprung weight. Both the rotors and hats are electro-coated in black for corrosion resistance.

Clamping down on the SRP rotors are Wilwood's 4-piston FNLSR calipers, the company's newest member of their popular Superlite caliper family. Now, the caliper uses radial mounting with just two planes of adjustment, and aligning it over the disc is a simple affair. We ordered our calipers in red (black and polished are also available) and when matched with the 14-inch front brake setup in the works, will provide Project Speed Bump with exceptional stopping power.



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28.


28. The axle vent fitting is installed into the axle.

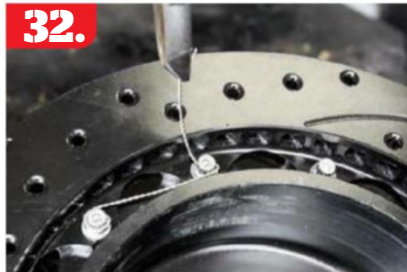
31.


31. These Wilwood-supplied register rings, available in different sizes to match whatever axleshaft you are running, perfectly center the rotor and hat over the hub, also known as hub centric mounting. This ensures the rotor is positioned properly for the best performance.

29. After prepping the axle by installing the races into the tubes and bolting on the Wilwood parking brake assemblies, we pressed the bearing and wheel studs into the axle flange on our American-made 35-spline axle shafts and slid them into place.

29.


32. With the axles and parking brake assembly in place, we mated the 12.88-inch Wilwood Spec 37 rotors with the Wilwood aluminum hats and safety wired the hardware in place.

32.

30.


30. Our Wilwood rotor assemblies consist of an aluminum hat and iron SRP rotor, held together with special hardware and safety wire. The aluminum hat helps shed heat and contributes to a lower rotating mass.

33.


33. Following the placement of the rotors, we mounted the caliper brackets with the supplied hardware.

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ROYAL MP8



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EVADE FP8



HYPER FP8



34.

34. Next, the 4-piston calipers were loaded with brake pads. A nice feature of the Wilwood FSNLR4 caliper is the ability to top load the pads for easy replacement.



35.

35. Finally, we slid the calipers on to the caliper mounting brackets. After ensuring they were centered over the rotors, we torqued down the hardware.



36.

36. What started out as raw materials and a loose collection of components ended up as this masterpiece of mechanical art by this afternoon. Form is sometimes said to follow function, but there is no denying we have both with Project Speed Bump's stout new rear axle and brakes.

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Topless Dime

WHO: Derrick Valdez

WHAT: 1998 Chevy S-10

WHERE: Sandy, Utah

MODS: Supercharged Vortex motor with custom exhaust, four-link rear with a C-notch and 'bagged all around. Ported sub box and custom roll bar to support the flex due to the top removal. Custom interior with racing seats, custom gauge pods on the A-pillar, and a fiberglass smoothed dash. Custom paint, provided by previous owner, created by Dan Langston at Langston Designs. "I found this truck in the local *AutoTrader* for a smoking deal that I could not pass up," Derrick said. "My next addition will be a bikini top to make this true convertible. This is my first truck build, and it took just over five years because I have done most of the work myself."

To get your truck featured in Readers' Rides, email a high-resolution photo of your truck to readersrides@truckin.com. Send in a front 3/4 or profile shot of your truck, and make sure it's big enough. For a digital file, try to make it at least 1MB. Don't use your cell phone! We print at a much higher resolution than a website, which means that sending links to photos posted online won't work. Also, please make sure that the whole truck is in the frame, don't cut off the front or back of the truck. Remember, this is your pride and joy. Do your best to make your truck look its best. Also, make sure to include plenty of information about you and your truck. The more information, the better the article. If you want to get your ride noticed by posting it on our website, go to riders.truckinweb.com. Upload up to 20 photos of your vehicle, along with detailed descriptions. 📷



Special Edition Raptor

WHO: Mark Serrian

WHAT: 2014 Ford F150 Raptor

WHERE: Pottsville, Pennsylvania

MODS: aFe Power Magnum FORCE intake system stage 2 Pro 5R, SCT performance tuner, Magnaflow 2.5-inch stainless polished exhaust with custom powdercoated flat black exhaust tips. Color matched grille, front bumper, skidplate, fender flares, door handles, rear-view mirrors, pillars, tailgate handle, and rear bumper. Rear Ford badge custom painted with custom logo. Four Rigid foglights in front bumper with Rigid 20-inch E-series lightbar in front bumper, plus another in rear bumper on custom brackets. F-150 badges and Raptor badge painted flat black. Bed Rug with Retrax Pro bed cover. "I wanted to have all the toughness and off-road prowess of the Raptor, yet really make it stand out from the rest," Mark said. "It's called the Extreme Offroad Special Edition Raptor. People love looking at it and guessing what is factory and what is not."



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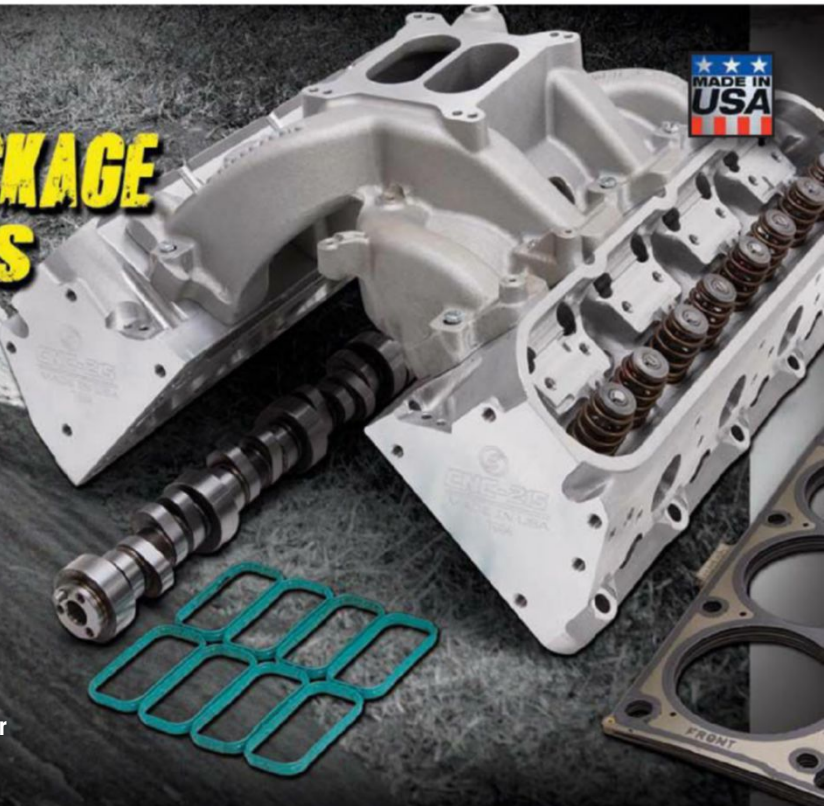
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Mar. 12-13, NR Small Town Takeover, Wortham, TX,
www.facebook.com/NRTakeOver

Mar. 19, Drag For Diabetes, Galveston, TX,
www.madgearinc.biz/schedule

Mar. 18-20, Autogras, New Orleans, LA,
www.facebook.com/events/1048627108515736

Mar. 25-27, Battle in Bama, Mobile, AL,
www.facebook.com/events/140015813004666

Apr. 1-3, Forbidden Fantasy, Laughlin, NV,
<https://www.facebook.com/forbiddenfantasyshow/?f=t>

Apr. 16-17, Gator Drag, Rayne, LA,
www.gatordragshow.com

Apr. 23-24, Southeastern Mini Truckin Nationals,
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